

INFORMATION REPORT

COUNTRY USSR (Latvian SSR)

SUBJECT Harbors and Port Facilities at
Lepayr. and Ventspils

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1. All ships having a gross tonnage of over 100 registered tons must take on a pilot before entering the harbor. The pilot is notified by means of a blinker signal and then comes to meet the ship at a point about 3 seamiles north of the breakwater.
2. The deepest ships' channel lies at a point equidistant from the moleheads. The channel has a varying depth of 8, 9, and 10 meters. The channel itself, in the center of the main approach, is somewhat over 200 meters wide. The ships' lanes in the southern and northern harbor approaches are only between 6 and 8 meters deep. With a westerly wind, however, one can count on an increase of depth of at least half a meter, whereas with an easterly wind one must figure on the least given depth. The outer roadstead of Lepaya harbor has a depth of from 10 to 12 meters. The best place to anchor in the roadstead is on the southern side of dredged main channel, about 2 seamiles from the main lighthouse. The year round depth at this point is at least 12 meters. The breakwaters protect the harbor even during the biggest storms. The harbor is divided into an outer harbor, a commercial harbor, and a naval harbor. Lepaya is the only harbor which is equipped with rocket life-saving boats. As yet they have never been seriously committed.
3. Upon entering the port, every ship must first go to the customs dock, where it is thoroughly examined. The cargo undergoes the least examination but the crew and the engine rooms are thoroughly searched.
4. The Outer Harbor
The outer harbor may be recognized from afar by the northern mole, which is almost 2 kilometers long. The two breakwaters reach out in a south easterly direction. The ships' lane in the outer harbor has a depth which varies between 10 and 12 meters. The outer harbor has a width of about one seamile and a length, including the inner roadstead, of about 2½ seamiles.

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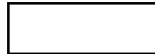
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5. The Commercial Harbor

The commercial harbor of **Lepaya** lies in the southern section of the outer harbor and is protected on the western side by a breakwater. The south side of the commercial harbor is separated from the canal by a wharf. The northern side is bounded by a mole. Ships can navigate on both sides of the harbor; the main channel follows a southerly course from the breakwater; the other channel follows a sharp northern course. The commercial harbor is recognizable by the huge concrete warehouses which the **Soviets** have partly restored to use. The largest warehouse contains about 20,000 cubic meters and is allegedly full of provisions for the navy. The other warehouses are for the most part filled with naval equipment. believes the depth of the harbor to be 6 or 7 meters. The northern end of the harbor is heavily sanded and has a varying depth of from 2 to 4 meters. The southern wharf is only available for larger ships.

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6. The Naval Harbor

This harbor branches out from the outer harbor. The naval harbor actually consists of only a canal having a width of from 90 to 100 meters and a length of 1 1/2 seamiles. This harbor stretches eastward from the northern end of the outer harbor. The docks and the naval outfitting basins lie at the end of the canal. This harbor is continually dredged and usually has a depth of 10 meters. For this reason large ships, if they belong to Eastern Block countries, may, by special permission of the **Komendatura**, unload here. The 5 barracks which were partly damaged and the large equipment building have been partly restored and are used by the **Soviet Navy**. The barracks are situated alongside the wharf and are served by a railroad spur line. They consist of buildings which are up to 150 meters long. The entire basin of the naval harbor has been newly cemented and provided with a large stone wall. The entrance to the naval harbor is protected by strong piers which are from 400 to 600 meters long. About one kilometer east of the entrance to the naval harbor, the **Soviets** have built a bridge across the canal.

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7. was told by other seamen that there are only light naval units in the naval harbor, among which are submarines and PT boats. The naval harbor has its own small shipyard which has two drydocks and two floating docks. The dry docks are about 200 meters long, 30 meters wide, and 10 meters high. The floating docks are alleged to have a capacity of about 600 tons. The **Lepaya** radar station lies on the edge of Lake **Lepaya** on the western side of the entrance to the harbor canal.

8. The customs station lies on the southern wharf and covers an area of about 50,000 square meters. At this point, the wharf is almost 400 meters long. The customs area is surrounded by about 60 stone buildings and about 30 wooden sheds. Each building has a capacity of about 10 to 15,000 tons. There are two grain warehouses about seven stories high. There are also two grain elevators each having a capacity of 15,000 tons which can each load at a rate of 100 tons per hour. There are cranes having a lifting capacity of 150 tons, as well as floating cranes having a lifting capacity of from 20 to 60 tons. Every wharf is equipped with railway spur tracks, even in the so-called wood harbor, formerly known as the winter harbor.

9. About 500 meters from the wood harbor, in the direction of the town, there are large petroleum and gasoline tanks having a capacity of about 10,000 tons. Pipes lead from these tanks to the wharfs and can be used there for refuelling purposes. The controls in the port

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are very strict. Soviet guards patrol the loading and unloading of ships. Each seaman receives only two hours shore leave. Restaurants within the harbor area may be visited up to midnight. There is much activity in the harbor; dredges are continually at work deepening the harbor basin; however, they encounter great difficulty digging through clay ground.

Ventspils

10. The radar station for Ventspils is situated in the village of Stalsen am Duschsee, about 2 1/2 to 3 seamiles north of Ventspils. The harbor has a depth of from 7 to 10 meters. At the mouth of the Lindau river Ventspils river, there is a naval observation point with two signal stations for submarine warning purposes. The harbor is divided into an outer harbor and a main harbor. The main harbor has reinforced wharfs with railway spur tracks. The wharf is about one kilometer long. Ventspils itself is definitely a wood harbor. There is a floating crane and several fixed and movable cranes with a capacity of up to 50 tons. At the time of observation, the two large grain warehouses contained up to 200,000 tons of grain. The Ventspils River is only partly navigable.

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[] Comment:

It is not at all clear whether the [] meant that there were life-saving boats in Lepaya and none in Ventspils or whether he meant to include a greater area in the statement. It is also not clear whether the boats are powered by rockets or whether they have rocket apparatus for throwing out life-lines. It is presumed that the latter is meant.

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